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PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are red and sent up, always accompanied by a specimen. Always equal and generally superior to that done anywhere else. Estimates given.

No. 12,064 號四十六零二萬一千零六十二號
HONGKONG, WEDNESDAY, OCTOBER 14, 1896.
NEW ADVERTISEMENTS.

VACUUM OIL COMPANY

During my temporary absence from Hongkong, Mr. A. H. M. WISEMAN will take over CHARGE of the Company's business.

A. H. WISEMAN,
Manager,
Vacuum Oil Company,
Hongkong, 13th October 1896. [234]

NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG BRANCH of the NAVY LEAGUE will be held (by permission) in the CHAMBER OF COMMERCE City Hall, on WEDNESDAY, 21st OCTOBER, at 3 p.m.

By Order,

E. W. MITCHELL,
Hon. Secretary,
Hongkong, 13th October, 1896. [235]

BOTHEN MARK LODGE
No. 254

A REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL, on TUESDAY, the 20th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 13th October, 1896. [234]

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION

ON

TUESDAY, the 14th October, 1896,
at his SALEROOM, QUEEN'S ROAD,
HOUSE-HOLD FURNITURE, &c.,
(for Sundry Accounts),

Compt-Sale.

PLUSH-COVERED and SILK-COVED DRESSING-ROOM SUITES,
MARBLETOP CENTRE and SIDE TABLES,
WALL-GLASS OVERMANTELS,
PICTURES and ORNAMENTS,
CARPETS and HEARTH-RUGS,
EXTENSION DINING-TABLE SIDE-BOARD with BEVELLED GLASS, DINER-WAGGONS, BOOKCASES, DESKS and WRITING-TABLE,
CHOCKEY, GLASS and PLATEDWARE,
DOUBLE-BRASS BEDSTEAD, DOUBLE and SINGLE IRON BEDSTEADS,
DOUBLE and SINGLE WARDROBES with Bevelled Glass Doors, MARBLETOP BUREAU with Bevelled Glass, CHEST of DRAWERS, DRESSING-TABLE, and MARBLETOP WASH-STANDS.

One TRICYCLE,
cc. cc. cc.
TABLES of SALES—A. CUNNINGHAM,
J. M. ARMSTRONG,
Antionisseur,
Hongkong, 14th October, 1896. [234]

FOR THIENSHIN.
THE Steamer

"CHING PING."

Captain Blake, will be despatched for the above port TO-MORROW, the 15th inst., at NOON. For Freight or Passage apply to

CARLOTTZ & CO.,
Agents.

Hongkong, 14th October, 1896. [234]

FOR YOKOHAMA AND KOBE.
THE Steamer

"CERS."

Captain Blake, will be despatched for the above ports TO-MORROW, the 15th inst., at 4 p.m. For Freight or Passage apply to

SIEMSSSEN & CO.,
Agents.

Hongkong, 13th October, 1896. [234]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMoy, AND TAIWANFOO.

THE Company's Steamship

"THALES."

Captain Douglas, will be despatched for the above Ports on FRIDAY, the 16th inst., at DAYLIGHT. For Freight or Passage apply to

DOUGLAS LAFRAK & CO.,
General Managers.

Hongkong, 13th October, 1896. [234]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"KAI-SOW."

E. W. H. CHIA, will be despatched as above on SATURDAY, the 17th inst., at 6 p.m. instead of as previously advertised.

For Freight, apply to

HOLLAND, WIRE & CO.,
Agents.

Hongkong, 13th October, 1896. [234]

FOR SINGAPORE, HAVRE, AND HAMBURG.

Taking cargo at through rates to ANWEPP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.

THE Steamer

"ERATO."

Captain Osterman, will be despatched for the above ports on THURSDAY, the 22nd inst., at DAYLIGHT.

For Freight, apply to

SIEMSSSEN & CO.,
Agents.

Hongkong, 13th October, 1896. [234]

AUSTRIAN LLOYD'S TEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNERS.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, KUHLA, CHEE, BOMBAY, COLOMBO, PEKING, and SINGAPORE.

THE Steamer

"VINDOBONA."

having arrived from the cargo port having informed that their goods are being loaded at their port into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited whence delivery may be obtained.

This vessel brings on board—

From Calcutta, ex ss. "DODGE," transhipped at Colombo.

From Trieste, ex ss. "IMPRESS," transhipped at Trieste.

From Venice, ex ss. "AUSTRIANIA," transhipped at Trieste.

Opium will go on to Shanghai unless notice to the contrary be given before NOON TO-MORROW.

No claim will be admitted after the Goddows left the Godowns, and all claims must be sent in the usual manner before NOON on the 24th instant.

No fire insurance has been effected, and any Goddows remaining in the Godowns after the 24th instant will be subject to rent.

Bills of Lading will be so arranged by

SANDER & CO.,
Agents.

Hongkong, 13th October, 1896. [234]

Hongkong Daily Press.

ESTABLISHED 1857.

NEW ADVERTISEMENTS.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"GERS."

Captain T. Bohr, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and take immediate delivery of their goods from aboard.

Optimal cargo will be forwarded unless notice to the contrary be given before 3 P.M.

Any cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignee's risk and expense.

All claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, clashed, and damaged goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No fire insurance has been effected.

HONGKONG, 13th October, 1896. [234]

STEAMSHIP "MELBOURNE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNERS of cargo from London ex SS. "Dordogne," from Havre ex SS. "Provence," Lyra, Toulon, and other French ports, are hereby informed that their goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optimal cargo will be forwarded unless notice to the contrary be given from the Consignee on or before 10 A.M. on the 19th inst., requesting it to be landed here.

Goods remaining unclaimed after MONDAY, the 19th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 19th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 19th inst., at 3 P.M.

No fire insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th October, 1896. [234]

GRAND BALLET CONCERT

in aid of the Funds of the BENEVOLENT SOCIETY will be held at the PEAK HOTEL TOMORROW (TUESDAY).

MONDAY, 15th at 9.15 P.M.

Under the Patronage of

H.E. Sir WILLIAM ROBINSON, K.C.M.G.

Major-General WILSON BLACK, C.B.

Commodore HOLLAND, R.N.

The following Ladies and Gentlemen have kindly consented to assist:

Mr. W. L. GIBBS, Mr. G. GRACE,

Miss COXON, Mr. G. GRIMBLE,

Mr. SIRIAN, Mr. G. GRAYSON, R.A.

TICKETS \$2 each, to be obtained from any member of the Committee, the Mount Austin Hotel and Messrs. Kelly and Welsh.

Price \$1.00 per dozen bottles.

2, DAGUILAR STREET.

Have an entirely NEW STOCK of WOOLLENS to suit the present and coming Seasons.

consisting of—

FANCY SUITINGS, DRESS FROCK, and MORNING COAT SUITINGS, ULSTER

and OVERCOATINGS, BREECHES and RIDING MATERIALS in Variety.

HONGKONG, 22nd September, 1896. [235]

COTTAM & CO.

OUTFITTERS.

PROGRAMME.

1. LADOG (from the Pianoforte Suite in E flat Op. 7). Beethoven.

2. TENOR ARIA, "Then shall the Righteous shine forth." Mendelssohn.

3. (a) LIEDER OHNE WORT. Mendelssohn.

(b) DO. (No. 5 Book II). Mendelssohn.

4. BASS ARIA, "It is Evening." Mendelssohn.

5. M. C. H. GRACE (on the death of a hero). Beethoven.

6. AUTO-RICHT, "Arie, Elijah." Mendelssohn.

7. BASS ARIA, "O Lord, I have put my trust in Thee." Mendelssohn.

8. AUTO-ARIA, "Arie, Elijah." Mendelssohn.

9. WAE MARCH, of the Priests (Allegro). Mendelssohn.

10. ORGAN SONATA IN C. Mendelssohn.

Hongkong, 12th October, 1896. [236]

FOR THE MAIL.

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—

Editorial and in the Far East.

The Cable and the Post Office.

Political and Economic news.

And Chinese and Japanese news.

The Sanitary Board's New By-Laws.

Undermining of the Colonial Medical Service.

Typhoon Warnings.

Shipping Circulars.

The Rebellion in the Philippines.

Mr. Dodge's Mission to Peking.

Another Man of War's Boat capsized.

Hongkong Sanitary Board.

The Chamber of Commerce on Tariff Revision.

The Imperial Cable Rate.

Shanghai de Typhoon.

Union Insurance Society of Canton Limited.

Singapore Insurance Co. in Liquidation.

Local and District News.

Local and District News.

Extra copies 30 cents each. Cash.

Copied last and third class Office to address post office, including postage 3 cents, or \$1 for three copies extra.

Hongkong, 13th October, 1896. [236]

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
CHINA, JAPAN, STRAITS, &c., &c.
FOR
1890,With which is incorporated
THE CHINA DIRECTORY.TENTH EDITION ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE
AND
FLOWER
SEEDS.

SEASON 1890-1891.

TO PREVENT DISAPPOINTMENT IT
IS REQUESTED THAT CUSTOMERS
WILL PLEASE BOOK ORDERS
AT ONCE.

CATALOGUES

WITH FULL DIRECTIONS FOR
SOWING MAY STILL BE HAD
ON APPLICATION.A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 16th September, 1890. [22]

NOTICE TO CORRESPONDENTS
All communications relating to the *Press* columns
should be addressed to THE EDITOR.
Correspondence forwarded to the *Press* and addressed
to the *Editor*, or to any other member of the *Editor's* staff,
but as evidence of good faith,
all letters for publication should be written on one
side of the paper only.Orders for extra copies of *DAILY PRESS* should be
sent to the *Editor*, or to any member of his staff,
not later than 12 morn. Only supplied for cash.
Telegraphic Address: PRESS-A-E-CO. LTD.
P.O. Box. 20. Telephone No. 12.MARRIAGE
At Shanghai, on the 8th October, 1890, by the
Imperial General Hospital, Dr. D. O.
Stevens, Convenor and afterwards by Pastor
H. H. Haukman, Theo. Litz, at the Union Church,
MANILA, second daughter of A. K. KROHN,
of Shanghai, to Mr. A. C. SCHOMBURG, of Shanghai.
DEATH.At the General Hospital, Shanghai, on the 8th
October, 1890, Mrs. L. H. Miller, the beloved wife of W.
Miller, aged 35 years.The Daily Press.
HONGKONG, OCTOBER 14th, 1890.It is impossible not to sympathise with the
grievances of the Macanese, in having the
dead weight of Timor financially dragging
them down. Timor has always been a sort
of Old Man of the Sea to Macao. The former
colonial power has never, we believe, really paid its
way, and as it is administratively attached
to Macao, its chronic impotency has been
a perennial affliction to the latter.Of late the burden has been more intolerable
than ever. The misgoverned dependency
has been in a state of rebellion, and
funds have been needed to pay for the arms
and forces required to suppress disorder.The Macao Treasury has had to bear the
brunt of it. A new wharf is needed in Timor,
and, as the colonists there have not
the wherewithal to pay for it, a substantial iron
structure is destined on to cost sixty thousand
dollars. The bill, of course, is passed
on to Macao to settle. And so on with other
things. The revenue of Macao was last year
\$633,178.76 and the expenditure \$519,777.23
showing a balance at credit of \$143,701.52;
while Timor had a deficit of \$107,428.10.
This has to be made good out of Macao's
surplus. Unfortunately for the Holy City
the surplus is needed for her own wants.The Praya wall, in part destroyed by the
typhoon of July 25th last, still awaits re-
pair, and the much-needed dredging
and harbour works are yet in abeyance. It is true
that, after a long delay, the Lishan Govern-
ment were brought to approve a small
outlay on this latter vitally important work,
and they have at last grudgingly sanctioned
an outlay of \$23,400 for the con-
nentment of the harbour improvement
enterprise, and \$15,625 for the loan and
interest during the year. Nor is Timor
the sole drain on the resources of Macao. Never
a man-of-war or transport comes here but
it is docked and repaired at the expense of the
unfortunate colony. The ships seem to be
stuck here to get repaired, and so soon as they
have got their hulls and machinery in
through working order, they are ordered
back to Portugal to be replaced by others
similarly in need of overhaul, all to be
done at the cost of poor Macao.

The Lisbon Government really ought to show more consideration for their ancient and now historic possession in China. Its harbour has silted up to such an extent that no vessel except river steamers of light draught and native craft can reach the anchorage. If the traffic with the West Coast, all of which is actually left of Macao's ancient trade, is to be continued, the harbour must be properly dredged. A good many steamers used to call at Macao, but they now have to go far outside the harbour since none care to go there. We do not pretend that under the most favourable improvements Macao can win back much of the trade she has lost, but something might be done by making the harbour accessible, and it is to be hoped that Governor Horta e Costa, who is himself an engineer, will be able to induce the Lisbon authorities to allow him to spend some of the Colony's own revenue on the improvement of the port. Macao is much too straitened at present to be regarded as a revenue yielding possession, and if Portugal cannot give her the substantial aid that she needs she might at least permit her own revenues to be spent upon the development of the colony. Her present bugbear Timor might be converted into a valuable colony if planting operations there could be encouraged and promoted. Dutch Timor is self-supporting, and Dilly possesses, we believe, an equally favourable soil and climate for the raising of tropical products such as sugar, hemp, rice, tea, and coffee. We know that as a matter of fact coffee is raised in Timor Dilly, but only in very limited quantities. As the demand for good coffee is always brisk, why should not this product be largely grown in Timor and exported? No doubt capital is badly wanted in the colony, and probably this is one of the reasons for the bankrupt condition of Timor. If this be the case, and private enterprise in Portugal is unable to develop the colony, then the Lisbon Government would not prudently in selling Mozambique to Natal or Cape Colony, either of which, assisted by the Home Government, would be only too glad to acquire possession of that territory. At present the Portuguese colonial possessions in the Far East are stagnant, if not steadily decaying, and lately they have had to grapple with rebellion both in Portuguese India and in Timor. It would be wiser to consolidate these possessions and endeavour to improve those susceptible of improvement than to cling desperately to all, unable to help yet afraid to part with any. If Mozambique passed into British hands the Portuguese residing there would of course be provided for by the new owners, and the purchase money could be supplied by Portugal to the purpose of strengthening and augmenting the productive capacity of her remaining dependencies, the condition of the inhabitants of which would be greatly ameliorated. Among others the colony of Macao, immortalised by CAROLINE, and intimately associated with the history of foreign intercourse with China, would share in the impulse given to their trade. Portugal might then find herself in a position to replace the present picturesque but wholly useless forts at Macao by some batteries of effective guns, and the small military garrison by two or three serviceable cruisers or sloops-of-war. In her present condition, Macao flies the Lusitanian flag by the mere sufferance of Peking. The Canton gunboat squadron with a few thousand "braves" could at any moment recover the colony for the Son of Heaven. If it is worth retaining surely it is worth making defensible, at least against the justly derided naval power of China.

Cholera is increasing at Singapore.

H.M.S. *Rainbow* left for Singapore yesterday.

The twelve survivors of the ill-fated *Armenia* are passengers for home by the *Pine Heinrich*.

Captain C. F. Mould, R.E., formerly the captain of the *Armenia*, is promoted to be Major.

The Dock Company was fined \$15 at the Police Court yesterday for running No. 11 into a wall.

Major George F. Browne, D.S.O., Northumbrian Regiment, has been selected for appointment as Military Attaché at Peking.

The steamer *Petrona*, from Manila for Liverpool, was reported stranded near Marseilles when the mail left. No damage reported. Cargo was discharged.

Captain Duncombe, R.E., formerly the captain of the *Armenia*, is promoted to be Major.

On the night of the 8th October four prisoners confined in the Hongkong police station, finding their cell door had been left unlocked, walked out and a woman, who was in a state of the veritable "woman's brain," made off. It seems that the Sikh watchman who was responsible for the locking of the cell doors had taken rather more drink than was good for him, with the result that although he had duly shot the bolt on this particular door, he had neglected to bolt it. The man was not fully conscious when he left the following morning, but the police feel confident in apprehending him. The Sikh was discovered after an inquiry had been made. — *N. C. Daily News*.

According to a Tokyo press despatch of the 3rd October, the ratified terms of compensation with China were to be paid to the steamer *Baron Hayashi* in Peking. After the exchange of ratifications *Baron Hayashi* will return home.

It is reported, says our National newspaper, that some very startling disclosures will be the result of the inquiries which a special commission has been making with a view to finding out the cause of the slow progress made by the Siberian railway.

The *N. C. Daily News* says: — With Mr. W. Dowdall, the Consul-General, and his assistants, Messrs. G. Johnson and L. Roach, have assessed the foreclosed Chaco confiscated from Messrs. Ferguson & Co. at Tls. 30,000. We understand that Mr. Dowdall's evidence was to the effect that the amount claimed by Messrs. Ferguson & Co. for their 13 mos. Tls. 4,000 per mos. was a fair price.

The confirmation of pleasant weather made a considerable difference yesterday in the attendance at the *Scouts' Day* on Stobocotters' Island and there was quite a large muster at early morning parade. Some exceedingly interesting and instructive pictures were put in during the day. In the afternoon copies of the *Camp Gurdie* arrived from a very interesting source. The paper is originally good and contains many really humorous items. Only one more number will be published.

The French cruiser *Albatros* arrived from Foochow yesterday.

The official *Statistisches Jahrbuch* for 1895, relating to the Marshall Islands, states that the Chinese are reported to be "indispensable" as domestic servants.

A French official statement announces that the French Minister at Peking, after long and laborious negotiations, has succeeded in obtaining reparation for all the acts of violence of which the missionaries of Kwaihsien have been the victims during the last two years. Christians who have been imprisoned since 1896 have been released, the priests have been allowed to return to certain parts of their mission, and the mission is to receive an indemnity, and the persecutors will be prosecuted.

In a Manila paper, called the *Advertiser*, appears a paragraph relating to an old member of the staff of the Hongkong and Shanghai Bank. This states: — "About half a mile north of Carbuncle Hill, in the hills of the province of Naga, Hontao, Cope, J.P., famous for its gold, is a village called *Baras*, well known in China and Japan. The *Advertiser* states that Governor Horta e Costa, who is himself an engineer, will be able to induce the Lisbon authorities to allow him to spend some of the Colony's own revenue on the improvement of the port. Macao is much too straitened at present to be regarded as a revenue yielding possession, and if Portugal cannot give her the substantial aid that she needs she might at least permit her own revenues to be spent upon the development of the colony. Her present bugbear Timor might be converted into a valuable colony if planting operations there could be encouraged and promoted. Dutch Timor is self-supporting, and Dilly possesses, we believe, an equally favourable soil and climate for the raising of tropical products such as sugar, hemp, rice, tea, and coffee. We know that as a matter of fact coffee is raised in Timor Dilly, but only in very limited quantities. As the demand for good coffee is always brisk, why should not this product be largely grown in Timor and exported? No doubt capital is badly wanted in the colony, and probably this is one of the reasons for the bankrupt condition of Timor. If this be the case, and private enterprise in Portugal is unable to develop the colony, then the Lisbon Government would not prudently in selling Mozambique to Natal or Cape Colony, either of which, assisted by the Home Government, would be only too glad to acquire possession of that territory. At present the Portuguese colonial possessions in the Far East are stagnant, if not steadily decaying, and lately they have had to grapple with rebellion both in Portuguese India and in Timor. It would be wiser to consolidate these possessions and endeavour to improve those susceptible of improvement than to cling desperately to all, unable to help yet afraid to part with any. If Mozambique passed into British hands the Portuguese residing there would of course be provided for by the new owners, and the purchase money could be supplied by Portugal to the purpose of strengthening and augmenting the productive capacity of her remaining dependencies, the condition of the inhabitants of which would be greatly ameliorated. Among others the colony of Macao, immortalised by CAROLINE, and intimately associated with the history of foreign intercourse with China, would share in the impulse given to their trade. Portugal might then find herself in a position to replace the present picturesque but wholly useless forts at Macao by some batteries of effective guns, and the small military garrison by two or three serviceable cruisers or sloops-of-war. In her present condition, Macao flies the Lusitanian flag by the mere sufferance of Peking. The Canton gunboat squadron with a few thousand "braves" could at any moment recover the colony for the Son of Heaven. If it is worth retaining surely it is worth making defensible, at least against the justly derided naval power of China.

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The twelve survivors of the ill-fated *Armenia* are passengers for home by the *Pine Heinrich*.

Captain C. F. Mould, R.E., formerly the captain of the *Armenia*, is promoted to be Major.

On the night of the 8th October four prisoners confined in the Hongkong police station, finding their cell door had been left unlocked, walked out and a woman, who was in a state of the veritable "woman's brain," made off. It seems that the Sikh watchman who was responsible for the locking of the cell doors had taken rather more drink than was good for him, with the result that although he had duly shot the bolt on this particular door, he had neglected to bolt it. The man was not fully conscious when he left the following morning, but the police feel confident in apprehending him. The Sikh was discovered after an inquiry had been made. — *N. C. Daily News*.

According to a Tokyo press despatch of the 3rd October, the ratified terms of compensation with China were to be paid to the steamer *Baron Hayashi* in Peking. After the exchange of ratifications *Baron Hayashi* will return home.

It is reported, says our National newspaper, that some very startling disclosures will be the result of the inquiries which a special commission has been making with a view to finding out the cause of the slow progress made by the Siberian railway.

The *N. C. Daily News* says: — With Mr. W. Dowdall, the Consul-General, and his assistants, Messrs. G. Johnson and L. Roach, have assessed the foreclosed Chaco confiscated from Messrs. Ferguson & Co. at Tls. 30,000. We understand that Mr. Dowdall's evidence was to the effect that the amount claimed by Messrs. Ferguson & Co. for their 13 mos. Tls. 4,000 per mos. was a fair price.

The confirmation of pleasant weather made a considerable difference yesterday in the attendance at the *Scouts' Day* on Stobocotters' Island and there was quite a large muster at early morning parade. Some exceedingly interesting and instructive pictures were put in during the day. In the afternoon copies of the *Camp Gurdie* arrived from a very interesting source. The paper is originally good and contains many really humorous items. Only one more number will be published.

The French cruiser *Albatros* arrived from Foochow yesterday.

The official *Statistisches Jahrbuch* for 1895, relating to the Marshall Islands, states that the Chinese are reported to be "indispensable" as domestic servants.

A French official statement announces that the French Minister at Peking, after long and laborious negotiations, has succeeded in obtaining reparation for all the acts of violence of which the missionaries of Kwaihsien have been the victims during the last two years. Christians who have been imprisoned since 1896 have been released, the priests have been allowed

NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES

FROM GIBSON, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"KINTUCK"

having arrived from the above ports. Consignees of Goods are hereby informed that Goods will be landed at their risk late. Goods of the Hongkong and Kowloon will be delivered to the steamer. Bills of Lading will be submitted after the Goods have been delivered, and all Claims must be sent to the Office of the Underwriters before Nov. 1st, the 15th inst., or they will not be received.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be retained until Nov. 1st, the 15th inst., or until the arrival of the steamer.

No Extra Charges has been effected, and any

Goods remaining in the Godowns after the 15th inst. will be subject to rent.

Bills of Lading will be counter-signed by J. JULIARD, W.S.C. & CO.

Agents.

Hongkong, 5th October, 1890. [2300]

NOTICE TO CONSIGNEES.

"GAM."

FROM NEW YORK AND STRAITS. Consignees of Goods are hereby informed that Goods will be landed at their risk into the Godowns of the Hongkong and Kowloon, and the Godowns Company at Kowloon, via the steamer from the Wharves delivery may be obtained.

All Bills will be submitted after the Goods have been delivered, and all Goods remaining un陸ivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriters or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be retained until the 16th inst., at 3 P.M.

No Extra Charges has been effected.

Bills of Lading will be counter-signed by DODWELL, CARLILL & CO.

Agents.

Hongkong, 5th October, 1890. [2322]

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

THE above steamer having arrived. Consignment of Cargo are hereby requested to be sent in Bills of Lading for counter-claims and to immediate delivery of their Goods from themselves.

Carrying the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 12th October, 1890. [2324]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

"NOVICE," STEAM FOR SINGAPORE, PORT ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS; ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILL OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

PRINZ HEINRICH. | Wednesday | 14th Oct.

Agents.

Hongkong, 5th October, 1890. [2300]

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

THE above steamer having arrived. Consignment of Cargo are hereby requested to be sent in Bills of Lading for counter-claims and to immediate delivery of their Goods from themselves.

Carrying the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 12th October, 1890. [2326]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

"PRINZ HEINRICH." Captain C. Cappers, will leave for Europe TO-DAY, at 9 A.M., from the P. & O. Japan Line.

MELCHERS & CO., Agents.

Hongkong, 12th October, 1890. [2328]

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR CAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLE, MEDITERANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 14th October, at NOON, the Company's Steamship NATARAJA, with Mail, Passengers, Spice and Cargo, will leave this Port for MAURITIUS.

This Steamer connects at COLOMBO with the Steamer "POLYNESIEN," which vessel calls at her Passenger and Mail, leaving that port on the 26th October direct to Suez, Port Said, and Marseilles.

Cargo and Spice will be registered for London, and for Mauritius, and accepted in the name of the Marseilles for the principal place of discharge.

Shipping Orders will be despatched till Noon, Caigao will be received on board until 4 P.M., Spices and Parcels until 3 P.M. on the 13th October. (Parcels are not to be sent on board; 3 P.M. must be left at the Agency's Office). Contracts and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st October, 1890. [2329]

NOTICE TO CONSIGNEES.

NISSON, YUSEN KAISHA, FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"MIKE MARU."

Captain C. Yorog, will be despatched for the above Ports TO-DAY, the 13th inst., at NOON, instead of previously advertised.

For Freight or Passage, apply to NISSON, YUSEN KAISHA.

Hongkong, 12th October, 1890. [2328]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"SUNGKIAN."

Captain C. B. Dodd, will be despatched on the above ports on FRIDAY, the 13th inst., at 4 P.M., instead of previously advertised.

For Freight or Passage, apply to DAVISON, SONS & CO., Agents.

Hongkong, 9th October, 1890. [2330]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOUBRAYA.

THE Company's Steamship

"SHANTUNG."

Captain Farnham, will be despatched as above TO-DAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th October, 1890. [2331]

FOR VLADIVOSTOCK.

THE Steamship

"SWATOW."

Captain P. Jeppesen, will be despatched for the above port TO-DAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to STEENSEN & CO., Agents.

Hongkong, 10th October, 1890. [2332]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (Under Mail Contract with the Austrian Government.)

CIEAUING SHANGHAI AND KOREE.

THE Company's Steamship

"VINDOBONA."

Captain P. Jeppesen, will leave for the above place TO-DAY, the 14th inst.

For Freight or Passage, apply to SANDER & CO., Agents.

Hongkong, 10th October, 1890. [2333]

COMPAGNIE DES MESSAGERIES MARITIMES

FOR MARSEILLE, HAVRE AND LONDON.

(Without Agent)

CIEAUING SHANGHAI AND SINGAPORE.

THE Company's Steamship

"DOURO."

Captain I. Noriega, will leave for the above port on the 17th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 10th October, 1890. [2334]

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

"NOVICE,"

STEAM FOR SINGAPORE, PORT ADEN, SUZU, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANTE, BLACK

SEA AND BALTIK PORTS;

ALSO.

LONDON, NEW YORK, BOSTON, BAL-

TIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILL OF LADING FOR THE PRINCIPAL

PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

PRINZ HEINRICH. | Tuesday | 10th Nov.

Agents.

Hongkong, 5th October, 1890. [2300]

NOTICE TO CONSIGNEES.

"GAM."

FROM NEW YORK AND STRAITS.

Consignees of Goods are hereby informed

that Goods will be landed at their risk

into the Godowns of the Hongkong and Kowloon

will be delivered to the steamer. Kowloon

will be delivered to the steamer.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be retained until the 16th inst., at 3 P.M.

No Extra Charges has been effected.

Bills of Lading will be counter-signed by

DODWELL, CARLILL & CO.

Agents.

Hongkong, 5th October, 1890. [2322]

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

THE above steamer having arrived. Consignment of Cargo are hereby requested to be sent in Bills of Lading for counter-claims and to immediate delivery of their Goods from themselves.

Carrying the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 12th October, 1890. [2324]

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DODWELL, CARLILL & CO.

Agents.

Hongkong, 12th October, 1890. [2326]

NOTICE TO CONSIGNEES.

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THE above steamer having arrived. Consignment of Cargo are hereby requested to be sent in Bills of Lading for counter-claims and to immediate delivery of their Goods from themselves.

Carrying the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 12th October, 1890. [2328]

NOTICE TO CONSIGNEES.